

Moutries  
Invite Inspection  
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Duo-Art Players.

# The China Mail.

August 25, 1921, Temperature 77

ESTABLISHED 1846  
Barometer 29.71  
Rainfall 2.05 inch.

Humidity 93

August 25, 1920, Temperature 51.

No. 18,345

四拜禮

戊廿九月八一十二百九十一英

HONGKONG, THURSDAY, AUGUST 25, 1921.

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## BUSINESS NOTICES

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LADIES IN ALL CLIMATES  
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FACE POWDERS  
J. ULLMANN & CO.  
HONGKONG

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

### GIANT AIRSHIP EXPLODES.

### R38 BURSTS INTO FLAMES OVER HULL.

### ONLY SIX MEN ESCAPE.

### CITY WATCHES FLAMING WRECK PLUNGE INTO RIVER.

LONDON, August 25.

The airship R38 exploded over Hull and fell in flames into the river. [The R38 left Howden on Tuesday morning on a 2 hour flight, after which she was to proceed to Pulham prior to starting for America. There were 47 aboard, including 20 Americans. The R38 was to have started on Monday for America. Five American warships were to be stationed in the Atlantic, including a fuel ship, in addition to a flotilla of destroyers with meteorological officers wirelessing weather reports to the airship, which was to have wireless details of the voyage to Britain and America.]

### THREE MEN ON ONE PARACHUTE.

Tugs and all kinds of craft went out to the wreckage. Ambulances conveyed the injured crew as they landed to the infirmary. Two dead bodies were found at 6.20 in the water.

Eye-witnesses declare that at least four men were seen to descend by parachutes, one carrying three men.

The explosions wrecked many shop fronts. The death toll is not yet known.

The captain of the vessel has been rescued.

### AWFUL EXPLOSIONS.

The airship R38, renamed the Z2, was cruising in fine style over the city of Hull at 5.45 in the evening when she was seen suddenly to break in twain. There were instantly two terrific explosions and the huge craft burst into flames and fell a wreck into the river Humber. Thousands of people in the city, awe-stricken, watched the terrible calamity. They were stupefied by the awful explosions and scattered in all directions for shelter for fear of the falling wreckage which barely escaped the Victoria Pier. The burning parts belched forth dense columns of blue smoke extending hundreds of feet along the top of the warehouses in the city.

### MONSTER'S BACK BREAKS.

A survivor named Bateman said that he was at the tail-end of the vessel photographing when the ship took a sharp turn to the right from the centre of the city towards the Humber, and one of the main girders of the ship failed to take the strain. The onlookers below then saw a huge cloud of black smoke burst from the rear of the airship followed by a terrific explosion. The vessel's back appeared to have broken, and the monster fell in flames over the city, but a turn towards the Humber carried the flaming mass into the river. Bateman hung on to the tail-end and alighted in the water. He was rescued by a tug.

There were 47 on board the airship, including 20 American passengers. At present it is believed that there are only six survivors.

### COMMANDER BADLY INJURED.

Commander Wann was badly injured. It is stated that it was his skillful navigation when he realized the danger which averted the falling of the airship in the centre of the city. Consequently a far more terrible disaster might have happened.

Brigadier Edward Maitland, C.M.G., D.S.O., Senior Airship Officer, who took part in R34's Atlantic crossing in 1919, was on board and evidently perished.

A survivor declares that the airship was carrying out rudder tests at the time of the disaster.

### WORLD'S AERIAL PRIDE.

### TRIAL FLIGHT BEFORE ATTEMPTING ATLANTIC FLIGHT.

LONDON, August 25.

It transpires that the R38 was purchased by the United States Government. The Americans on board were officers and men of the United States Navy who were in training with a view to navigating the airship across the Atlantic after her tests.

The Admiralty designed the ill-fated airship which was the largest rigid machine constructed in Britain. She was intended to be the pioneer of her class but the construction of the others was cancelled. She had a length of 590 feet, a diameter of 65 feet, and a lifting capacity of 83 tons. She carried six Sunbeam Cossack engines, each of 350 horse power. Her normal crew was thirty. Her gas capacity was 300,000 cubic feet—larger than the biggest zeppelin. With a cruising capacity of 6,500 miles, she was regarded as the aerial pride of the world. She had been aloft at the time of the disaster 35 hours.

### TERRIFIC THUNDERSTORM.

LATER.  
The R38 behaved so admirably on the test voyage from Howden, Yorkshire, yesterday that the Captain continued the cruise. The airship was expected at Pulham Norfolk, late this evening. Storms accompanied the voyagers. There was a terrific thunderstorm early this morning. The tests were very successful. A wireless message later intimated that the Captain was staying aloft until the clouds lifted.

### WIRELESS WONDERS.

### TELEPHONE TALKS BETWEEN LONDON AND AUSTRALIA.

### MARCONI'S HOPES FOR THE NEAR FUTURE.

LONDON, August 25.

An optimistic account of the wireless possibilities of the near future was given by Mr. Marconi to day at the annual meeting of the Marconi Company. As a result of recent tests Mr. Marconi personally conducted in his yacht "Elektra," he holds the opinion that atmospheric difficulties have almost been mastered. He hopes shortly to create telephonic services with several foreign countries, subject to arrangements with the Post Office, also to create a direct wireless service between Britain and Australia, after which the question of providing Mr. Hughes with telephonic means of communicating with London will present little difficulty.

### HOME CRICKET.

### AUSTRALIANS GOOD SCORE AT TAUNTON.

LONDON, August 25.

At Taunton the weather was dull. The wicket was excellent. There were 6,000 spectators. The Australians made 331 runs. Collis scored 101, including 12 fours. He gave four chances. Ryder made 124 not out. He scored seven fours during a game in which he gave no chances.

## THE DOLLAR.

To-day's closing rate 2.8 5.8  
To-day's opening rate 2.8 7.8

### AIRSHIP DISASTER.

### THE ATLANTIC FLIGHT.

### ATTEMPTS ALREADY MADE.

In view of the fact that the R38, which met with terrible disaster over Hull yesterday evening, was to have left for America on Monday, it is interesting to recall a few particulars about the venturesome attempts to accomplish the Atlantic flight already made.

One of the first attempts to cross the Atlantic was made in a Short biplane by Major Wood and Captain Wyllie who hoped to win the Daily Mail £10,000 prize. They left Eastchurch for Ireland on March 18, 1919 but came down in the sea near Holyhead owing to engine trouble. Both aviators were rescued.

The next attempt was made by Mr. Harry Hawker, who was recently killed flying at Hendon, and Commander Grieve. They left St. John's, Newfoundland, in a Sopwith machine on May 18, and nothing was heard of them until the 25th when a Danish steamer which had picked them up in mid-Atlantic after they had descended owing to a defect in their water pipe, arrived off the North of Scotland. The aviators had a great welcome on reaching London and the King decorated them with the Air Force Cross.

Shortly after this gallant effort Mr. Hawker attempted to follow in his Martinsyde, but the aeroplane fell and was wrecked.

On May 27, the N.C. 4 arrived at Lisbon, thus completing the first crossing of the Atlantic by air. On the 31st Lieut. Commander A.C. Read in the N.C. 4 arrived at Plymouth from Lisbon and was met by British flying boats. The aviators were subsequently entertained in London.

### THE FEAT ACCOMPLISHED.

On June 14 Captain John Alcock and Lieutenant Whitten Brown left St. John's Newfoundland, in their Vickers-Vimy-Rolls Royce, and landed in a fog at Clifden, County Galway, on the following morning, thus crossing the Atlantic direct in 16 hours 12 minutes, and winning the £10,000 prize offered by the Daily Mail. On the 20th Mr. Churchill presented the two aviators with the prize and announced the conferment upon them by the King of the K.B.E., with which they were invested at Windsor on the following day.

On July 2, the British Airship R34 (Major G. H. Scott) left East Fortune for her double trip across the Atlantic. Three days later after sighting Newfoundland, she ran into a violent electrical storm, and United States vessels were despatched to stand by. The following day with her fuel nearly expended the R34 landed safely at her destination at Mineola, Long Island, having flown 3,120 sea miles in just over 108 hours. On July 9, the return journey was started, and on the 13th the airship landed at Pulham, Norfolk, after flight of 75 hours 3 mins.

### RUDE ROGUES.

### JAPANESE LADY PEPPERED.

That they entered a house in Anton Street and, after throwing pepper in her face, tried to overpower the Japanese lady who lived there was alleged against two Chinese presented before Magistrate Orme at the Police Court to day.

One of the prisoners was a house cook who, according to the evidence, went to answer the door when three knocks were heard and admitted two other men into the house. One of the intruders caught the lady by the throat while the other after smothering her face with pepper, tried to pin her hands behind her back. At her mother's direction the complainant's small daughter grabbed up a police whistle and blew it from the verandah. The three men then ran out of the house but later two of them were captured.

Questioned by the Magistrate, Inspector Blackman was unable to suggest any likely motive for the intrusion. The complainant, he said, was a tailress of moderate means.

One of the men was sentenced to six months' imprisonment and the other, the house cook, was remanded until to-morrow.

## BUSINESS NOTICES

### MACKINTOSH'S

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COMMENCES AUG. 27th.  
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AND ADMIRALTY.

Coal Contractors  
General Brokers.

**PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
on

**FRIDAY,**  
August 26, 1921, at 11:30 a.m.,  
at their Sales Rooms, No. 5,  
Des Vaux Road, Corner of  
Ice House Street,

**2 CASES ADDZES,**  
1 Large Lawn Mower New  
(Ransome).  
3 American Fold Iron Beds,  
SUNDAY FURNITURE, &c., &c.  
Terms—Cash on delivery

HUGHES & HOUGH,  
Auctioneers  
Hongkong, August 22, 1921.



THE Undersigned have received instructions to sell by Public Auction,  
on

**TUESDAY, WEDNESDAY  
& THURSDAY,**  
the 26th, 27th and 28th September, 1921,  
at H. M. NAVAL YARD, Hongkong,  
and at KOWLOON NAVAL DEPOT,  
commencing each day at 9:30 a.m.,  
with an interval from 12 NOON,  
to 1.30 p.m.

**OLD AND SURPLUS NAVAL  
STORES,**  
&c., &c., &c.  
Comprising—

Life Rafts, Electrical Fittings, Clothing Stores, Ships' Fittings, Iron Beds, Mattresses and Fittings, Steel Tacks, Life Rafts, Life Belts, Motors, Dynamos, Carpets, Bins, Mats, Sheets, Table covers, Steel wire rope, Blankets, Counterpanes, Electric cables, Canvas, Leather and India Rubber Lines, Old Cottages, Canvas, Linen and Woolen Rags, Old India Rubber, Old Leather, Old Iron, Brass, Gun metal, Steel, Copper and Lead, Coal sacks, Firewood, Iron and Wood blocks, Lamps, Searchlights, Curtains, Whiting, Oil, Propellers, Lathe, Reflectors, Refrigerating and Drilling Machines, Fan, Zinc, Gauge Glasses, Gauges, Old Asbestos, Steel Tubes, Casts, &c., &c.

Also

Quantity Surgical Instrument.  
Set may be inspected on Monday,  
5th September, 1921.

Also Sale of Old and Surplus Victualing Stores at Kowloon on FRIDAY,  
9th September, at 10 a.m.,

Comprising—

A quantity of Unserviceable Clothing and Remnants, Provisions for poultry or Cattle Feeding, Electro Plate and Mess Gear, &c., &c.

Terms of Sale—As detailed on Catalogue.

HUGHES & HOUGH,  
By Appointment Auctioneers to the  
Admiralty.

Hongkong, August 18, 1921.

**FOR SALE.**

New and Used.

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INDIANS.  
HENDERSONS.  
WOLFE.  
and SMITH.  
MOTOR CYCLES.  
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MR. HONDA and Mrs. HONDA  
14 years' experience.  
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**NOTICE.**

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Prospectuses, Trade Circulars  
Programmes, Menus, etc., etc.  
Artistically Arranged and  
Carefully Printed.

Clear Proofs and prompt delivery  
guaranteed.

**NOTICES.**

**HONGKONG HOTEL CO.  
LIMITED.**

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Association Memorandum differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the abovementioned Resolution will be proposed as an Extraordinary Resolution, namely:—

(1). That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shewn in the print signed for the purpose of identification by the Chairman of the Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the abovementioned Resolution will be proposed as an Extraordinary Resolution, namely:—

(2). That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions.

(3). That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4). That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5). That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the

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TO LET.—Desirable Premises, Central Location, 13 Chater Road, Apply Box No. 1317, c/o "China Mail."

**FOR SALE.**

FOR SALE.—ONE or TWO LOTS OF LAND, in Jordan Road, Kowloon, about seven minutes by trams from Ferry. For plan & further particulars apply Box 1288, c/o "China Mail."

**INTIMATIONS.**

**NOTICE.**

**GREEN ISLAND CEMENT  
CO., LTD.**

A INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the half year ending 30th June, 1921.

Such Interim Dividend will be payable on and after FRIDAY, the 9th September, at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 20th August, 1921, until the 9th September, 1921, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, August 23, 1921.

**HONGKONG WOMEN'S GUILD  
AND  
MINISTERING CHILDREN'S  
LEAGUE,  
Kowloon Branch**

Orders are invited for Men's and Boys' Gait Stockings and Socks any size.

Men's Gold Stockings \$6.50  
Socks ... ... \$3.50

Boys \$3.50 - \$4.50 according to size.

Write Mrs. B. E. Green,

11, Hanover Road, Kowloon,  
or to Mrs. Nightingale,  
(Branch, Kowloon),  
Chater Bungalow.

**NOTICE.**

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 5th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE LTD.

5, Wyndham Street.  
Hongkong, July 5, 1921.

Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforesaid bonus.

(3). That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4). That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5). That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the

**PRISONER AND JUDGE**

**ALTERCATION IN BROMLEY  
SHOOTING CASE.**

A remarkable altercation between the Judge and a prisoner marked the hearing at Kent Assizes at Maidstone of the case in which four men, William Affection, Jeremiah Minihane, William Robinson, and Dennis Tangle, were charged with intent to murder Constables Lewis and Hall, and with being in possession of firearms and ammunition.

They all pleaded not guilty, but the jury returned a verdict of guilty against all the prisoners of shooting with intent to do grievous bodily harm and of being in illegal possession of firearms.

They returned a verdict of not guilty upon the charge of shooting with intent to murder.

Robinson was sentenced to 12 years' penal servitude and each of the other three to ten years' penal servitude.

SINN FEIN CAMPAIGN.

Mr. Holler, K.C., prosecuting, said the jury would see that the affray was part of the Sinn Fein campaign in which these wild Irishmen are endeavouring to carry on. Counsel described the fight, which took place at 12.15 in the morning, when the taxicab in which the four prisoners were riding was stopped by the constables, neither of whom, luckily, he said, was hit. Incriminating documents were found at the house where Minihane and Robinson were arrested.

Robinson, giving evidence, admitted that he was in the cab with three other people. Minihane was not one of them.

The Judge: Who were the three? I would rather not say that.

The judge (sternly): You shall say. Who were they?—I am afraid I am in that position that I cannot do so.

Then you decline to tell the whole truth? I desire to say anything to incriminate any person who is not here.

A WARNING.

The judge said if Robinson did not tell the whole truth he would commit him, if Robinson were not convicted.

Robinson admitted that he fired one shot, but said he had no intention of killing either of the constables.

Cross-examined, Robinson said he was out that night to cut telegraph wires, but declined to give the name of the man who told him to cut the wires.

The Judge: Now the real truth.

Robinson: He is not in custody.

The Judge: I don't care. You are.

Who was he?—Obviously there is nothing to make me say that.

Upon stepping into the witness-box Affection exclaimed: "I won't answer any questions about the brothers."

The judge said if that were so it was useless for Affection to give evidence, and the prisoner returned to the dock.

As the prisoners passed down into the cells they shouted, "God save Ireland."

FOR A WEAK STOMACH.

A general rule all you need to do is to adopt a diet suited to your age and occupation, and to keep your bowels regular. When you feel that you have been too fat and when you are constipated, take one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

**MIDNIGHT NIPS IN  
BEDROOM.**

**"ABSURDITIES" OF HOTEL  
LIQUOR RESTRICTIONS.**

Sir J. S. Hartwood-Banner, M.P., made a striking speech on the effect on hotels of the regulations still being kept in force by the "out-of-date" Liquor Control Board."

He was presiding at the annual meeting of Messrs. Spiers and Pond, Ltd., at Cannon-street Hotel.

"I think we are all agreed," he said, "that to go back to pre-war hours of opening is not desirable, but I am very far from being in agreement with the authorities who continue to harass and hamper us by the keeping in force regulations that can only be described as childish."

CREATING ILL-TEMPER.

"The regulation which denies to a resident visitor at a hotel the privilege of consuming alcoholic liquor on his return, say, from the theatre in the evening, is conducive to ill-temper and widespread dissatisfaction."

"A gentleman residing in a hotel, when the taxicab in which he was riding was stopped by the constables, neither of whom, luckily, he said, was hit, incurred a fine of \$100."

"Even during the coal strike, London has been very full, and we have received many complaints from visitors to our hotels, who can scarcely believe that the resort to allow consumption of alcoholic drink at night is in pursuance of a grave decision of the Legislature, but that it must inevitably emanate from the mind of some more or less eccentric proprietor."

FRONTIER OF THE HOME.

"The authorities should remember they are not dealing with children, and that an Englishman who stays at a hotel looks upon it as his home, and should be permitted the same freedom of movement as though he were in his own home. Anything short of this is oppression of the worst kind."

The Judge: Now the real truth.

Robinson: He is not in custody.

The Judge: I don't care. You are.

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ADMIRABLY SUITED FOR TENNIS—GOLF ETC—WEERE  
SOMETHING FIRMER THAN EVERYDAY WEAR IS NEEDED.

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F. W. D. Automotive Service Department,  
60, Des Voeux Road Central.

## The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE

HONG KONG, THURSDAY, AUGUST 25, 1921

## A "CASSANDRA" IN THE AIR.

We hope and trust we had the last of the so-called "Cas-1" coal monopoly in Kwangtung that untimely struck at concession holding and concession mongering by a Hongkong syndicate. The *China Mail* denounced it as soon as it learned of it, and afterwards took the precaution of arranging so that certain watch dogs of political morality at Home should be warned of the attempt. Mr. Cecil Harmsworth, as Under Secretary for Foreign Affairs, speaks as he is told to speak, and we did not be angry with him for saying that "in this case there had not been any marked opposition other than that instigated for political purposes." He was evidently instructed, indirectly by some one interested. Our opposition was marked, and it was based on moral grounds, and had regard for the good name of our nation. Mr. Harmsworth's statements about the "concession" were all wrong. It was a mere prospecting permit, and it did mean a virtual monopoly, if it had succeeded. As for the "Sino" part of this "Sino-British company," Mr. Harmsworth's impudent apology would have been more amusing if the Chinese names had been given. The message is comforting in one detail, which shows that up to October 20th even the corrupt Peking Government had not been persuaded to sell Kwangtung's birthright for a mess of pottage, such as tempted the Kwangtung traitors who temporarily held the province when the one-sided deal was put through. If we could deal with all parties concerned—including the British Minister—as rogues, the government would be scuppled. But

worth puts it, to formally apply for the confirmation of it. We would impeach him for it. It is obvious that Peking, in the existing circumstances, could not be counted upon to act with the strict regard for China's interests as a whole that ought to be forthcoming, and we confess to some little surprise at Mr. Harmsworth's statement that Peking referred the "agreement" back "for further discussion or the points in detail with the Canton authorities," our impression being that the Canton authorities have refused to consider it from the first. If, tempted by its urgent need of money, the Canton government has been negotiating since our last reference, we shall have nothing more to say except that it should insist on much better terms for the people whose affairs it is charged with. There are, as we understand it, to be five million dollars worth of "A" shares for the directors, and \$3,000,000 (or three-fifths of the "B" shares) are to be allotted by the same at their discretion. Of the remaining two millions, half represents the cash paid to the Kwangtung traitors (to be repaid to the company with six per cent. interest out of dividends that may go to the Provincial Government (dividends on half of two-fifths) while the other half (the last million) is to yield dividends to a trust fund for the poor of the province and for education. Before this tenth of the capital gets a cent of dividend however, the "A" shares (for the directors) must have got eight per cent., with a dollar a ton royalty upon all the coal brought out. That excessive royalty, and that preferential eight per cent., make the provincial income (for poor relief and education) very shadowy indeed.

Mr. Harmsworth did not answer that part of Mr. Kenyon's question which suggested that the American representative on the Consortium regarded this "agreement" as violating Consortium conditions. We have not heard what the American view is, but we may recall that the British Chambers of Commerce associated at Shanghai, as well as Sir Charles Addis, deprecated any further national concessions. China was to be exploited internationally, and with an eye to China's own good. If these professions were not hypocritical, we expect our own nationals, whatever others may do, to live up to them. The "Cassel concession" is not consistent with them, so we oppose it, and shall oppose it if it crops up again. This Parliamentary reference to it (which we mistakenly included among our telegrams yesterday) was dated August 5th, and was part of a Japan service. Reuter at the time does not seem to have thought it would interest us here.

## LOCAL AND GENERAL.

A huge tenantry in the Paris suburb of Gentilly was completely destroyed by fire, the damage being estimated at £400,000.

A superior selection of genuine old Chinese curios of extreme rarity will be put up for auction by Messrs. Lammet Bros. to-morrow afternoon.

To-morrow afternoon Messrs. Hughes and Hough will auction Chinese porcelains, curios, and lacquered ware, also a 7-foot carved ivory tusk. In the morning two cases of azes, a lawn thrower, three American fold iron beds, and sundry furniture will be sold.

The head and breast of a coolie belonging to Ram-beng Sailing Estate, Sumatra, have been discovered. The coolie is supposed to have been eaten by a tiger as they are plentiful in the district as are wild elephants which have done great damage to newly opened up estates in that area, recently.

William Charles Binn, a warden at Victoria Gaol, appeared before Magistrate Lindsell at the Police Court to day on a charge of having absented himself from duty. At the request of the Chief Warden, Mr. Passmore, who mentioned that the case was being dealt with departmentally, the charge was permitted to be withdrawn.

Arrested on the Canton wharf last night with a revolver in his possession, a Chinese was fined \$50 by Magistrate Lindsell at the Police Court to day. The defendant explained that he had just arrived from America by the "Siberia Man" and was ignorant of the regulations but the Magistrate reminded him that notices were posted in the port of the highest standing in the Far East. That may be. We propose to help them to remain in high standing, by pointing out that it is not reputable to buy (too cheaply, and with humbugging pretences of benefiting education and the poor) the bulk of the mineral wealth of one province from venal carpet-baggers belonging to another province, and since repudiated by the province immediately concerned. The moment that the Kwangtung people, through their *de facto* government, denounced that "concession" it should have been impossible for the British Minister to demand (or even, as Mr. Harms-

worth puts it, to formally apply for the confirmation of it. We would impeach him for it. It is obvious that Peking, in the existing circumstances, could not be counted upon to act with the strict regard for China's interests as a whole that ought to be forthcoming, and we confess to some little surprise at Mr. Harmsworth's statement that Peking referred the "agreement" back "for further discussion or the points in detail with the Canton authorities," our impression being that the Canton authorities have refused to consider it from the first. If, tempted by its urgent need of money, the Canton government has been negotiating since our last reference, we shall have nothing more to say except that it should insist on much better terms for the people whose affairs it is charged with. There are, as we understand it, to be five million dollars worth of "A" shares for the directors, and \$3,000,000 (or three-fifths of the "B" shares) are to be allotted by the same at their discretion. Of the remaining two millions, half represents the cash paid to the Kwangtung traitors (to be repaid to the company with six per cent. interest out of dividends that may go to the Provincial Government (dividends on half of two-fifths) while the other half (the last million) is to yield dividends to a trust fund for the poor of the province and for education. Before this tenth of the capital gets a cent of dividend however, the "A" shares (for the directors) must have got eight per cent., with a dollar a ton royalty upon all the coal brought out. That excessive royalty, and that preferential eight per cent., make the provincial income (for poor relief and education) very shadowy indeed.

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## GIANT AIRSHIP EXPLODES

## DISASTER OVER HULL.

## WHAT AN AIR LINER IS LIKE.

## INTERESTING TRIP ON THE R. 36.

In view of the news cabled to-day that the giant airship R. 36, which was to have departed for America on Monday, had exploded over Hull and fallen a flaming mass into the river, the following account of a trip on the R. 36, another giant airship recently completed will convey an impression of what the disaster means.

To go on board your air liner is still a sort of adventure. You wedge yourself through an angle of the steel lattice of which the mooring mast is constructed and climb a steep iron ladder for about 120 feet, and then pass by a duckboard gangway into the trap opening of the ship. The interior of the monster through which you walk is strange as the interior of the whale must at first have been to Jonah. The narrow, wooden catwalk that runs through the ship is supported by thread-like wire braces every yard, and on each side is a network of metal鸟s like a giant "Meccano" set.

After a long way you reach a hatchway that takes you down to the passenger cabin which is like a great Pullman car of 131 feet, accommodating 50 passengers. A passageway runs down the centre, and the sides run down into separate cabins. Tables and beds can be unfastened and set in position when wanted. There is a cooking galley, pantry, baggage-room, and lavatories. The forward part of the car is the control cabin, with all the equipment for navigating and maneuvering the ship, and the wireless also is there. There are five power cars, which develop 1,570 horse-power, driving the liner at a cruising speed of about 50 miles an hour, with a high speed of 70.

The vast size of R. 36—672 feet—can best be realised by the fact that if she were stood on end she would be almost as high again as St. Paul's Cathedral. The crew consists of four officers and 24 men, and they keep watches after the ancient custom of the sea. Air-time, too, is by bells, although they are not struck, and an airship is "she."

R. 36 left her mooring mast at Fuh-ham (Norfolk) about half-past seven in the morning, and was over London at a quarter to nine. She did not take quite the Zeppelin route which passed near Ipswich, but joined that dolorous way on the south, and followed it over Enfield and Epping Forest. The motion of the ship is very curious. A sense of buoyancy possesses you. But it is the earth that is moving, like a magic carpet of all colours, and you who are sitting still having it unrolled before you by some celestial salesmen.

What a patchwork is the English countryside! It seems incredible that anyone should trouble to cut it into such snippets and colour them with such variety—every shade of red from blood-red poppies to pale brown ploughed earth and every shade of green from a harsh blue-green to a green that was almost orange.

The roads curl and twist as though they had been made in imitation of the streams. It is only canals that show straight lines. The Norfolk and Cambridge villages and farmhouse, with their narrow red roofs and smattering of outbuildings and ponds like bits of broken mirror, the old russet-toned manorhouses set cosily in a nest of trees, with parks and little grey churches close by and rhododendrons colouring the shrubberies; windmills which, when going, are the only moving thing in the landscapes; sheep clustering together; ornamental waters with white particles on them that must be swans—these were the points in the panorama for the first fifty miles. What was that white smoke down there—where was the train? Oh! so it was clouds, of course. It takes a little till one gets one's air eyes.

THEIR LONDON.

The strange thing in the unoccupied look of the country. The roads are empty; there is no one working in the fields. Nothing is moving. No birds are flying below us. One expected to see larks—surely they know that we belonged to their crowd now? The first town we passed closely was Saffron Walden, after Cambridge halls and towers had been glimpsed in the distance. The neatness of the pinched rows of houses, each with its apron of garden, and the delicately articulated church, its slender spire and the trees running into it all round, gave it a good appearance. But it is the great houses like Audley End that come off best in aerial scrutiny. They look like the models you see in the old portraiture in the hands of the founders of ancient churches and colleges.

At last, London, with its suburbs stretching out like coils and rows of tubes and a film of smoke dulling the view. However, did the Germans manage to miss so many of their shots! The air liner swings to the west. Hammersmith Bridge is plain, and the streets are busy with traffic, some of it for Ascot. There are few signs of it on the way up the river. R. 36 will have an easy day.

Our bear seemed to be between Kew Bridge and Ascot, but not within three miles of the racecourse, for even the gentle purring of R. 36, it was thought, might startle the racehorses, or, at any rate, the book-

## SPECIAL CABLES.

## STEAMER WRECKED.

## LITTLE HOPE OF SAVING THE "CORDELLIERE."

## CREW ABANDON SHIP.

## [China Mail SPECIAL.]

## SHANGHAI, Aug. 25.

The French liner "Cordelliere" which went aground last Sunday near the Yangtze estuary has been practically wrecked. The vessel has fallen completely over and there is little hope of saving her. The crew have abandoned ship and come to Shanghai. The "Glaucus" and the "Heinrich" are still aground.

## AMERICAN MINISTER.

## VISIT TO SHANGHAI.

## [China Mail SPECIAL.]

## SHANGHAI, Aug. 25.

Mr. Jacob Gould Schurman, the new American Minister arrived at Shanghai yesterday by the steamer "Nanking." He is the guest of Mr. Cunningham, the American Consul-General. The Minister who is accompanied by his wife and two daughters remains in Shanghai until Saturday.

## NEW RUBBER PROCESS.

## AN IMPORTANT DISCOVERY IN MALAYA.

## [China Mail SPECIAL.]

## SINGAPORE, Aug. 24.

An important process has been discovered in Malaya whereby rubber can be vulcanised direct from the latex. Forty-eight hours after tapping the manufactured article can be exported. Shoe soles of ebonite have already been produced.

## MAKERS.

Most of the time she is a Royal policewoman on the Windsor beat. Windsor, with the Royal Standard over the round-tower, looks like a tin castle, for its leaden roofs glimmer in the sun. Round it are tattooed parterres of flowers and the broad walk has a trimming of parley. The round tower, even from a height, looks as strong and self-contained as a seashell. An inch or two away is the white little dome museum of Frogmore, and another inch off is Victoria Water in its forest of trees and rhododendrons. Very little traffic here, and the wireless finger was not upraised to stop the motors. At Staines there are groups of crawling motor-cars and some coming from Guildford.

## WHAT THE AIRSHIP MISSES.

As for Ascot, we could see the white stands—but what horse won the Coventry Stakes or the Gold Vase, or whether the ladies were really wearing organdie, whether Gheenna hair has gone out and betel red teeth come in, the strongest air-glasses on the ship could not tell.

Then back to London, and the R. 36 circled over Croydon and dropped a parachute containing the first part of this account of the airship's trip. The parachute was launched from an opening on the bow, and we watched its white umbrella descending softly, missing the aerodrome, and after touching a tree it fell in a field against a wall. The drop was 2,000 feet. A tiny figure could be discerned scrambling across the field for it. All was well.

The light was better as we bit the Thames over the docks and the historic London disclosed itself beneath us. The streets seemed half empty, the traffic all crawling, and the barges on the river all deserted. What a jam of streets, all the same—however do these insect people find out their houses at night? The biggest figure we saw was the big bear on the Mappin Terrace at the Zoo. R. 36 roared over the animals. One wondered if the elephants and camels looked up and got a free sight of R. 36. What was the luck at Lord's? The field was empty. The worst was feared.

Back again to Ascot, and this time we went over the race-course, but the races were almost finished, and the black roads were well sprinkled with little shapes over taking and passing one another. The stands were deserted, but there was still a pack of cars and crowds of booths and tents, and pinheads that may have been people—possibly even winners. Even from the top Ascot looked pretty with its ringlets of trees behind the grand stand and its green, lawnlike expanse. A tiny spot of moving colour was discerned as a jockey on a horse walking on the course. So the R. 36 saw some thing of the Ascot races. All the time she had been serving the affair. Here are two sample messages:

"R. 36 to Staines: 'Gumbruses and heavyes are not being diverted at Egham from Basingstoke Road, as arranged, towards Windsor. Please communicate and report reason."

"R. 36 to Egham: 'Egham police on way to rectify this at once.' Now for Croydon and the second parachute."

## NEW TAIKOO STEAMER.

## THE "KWANGTUNG" LAUNCHED.

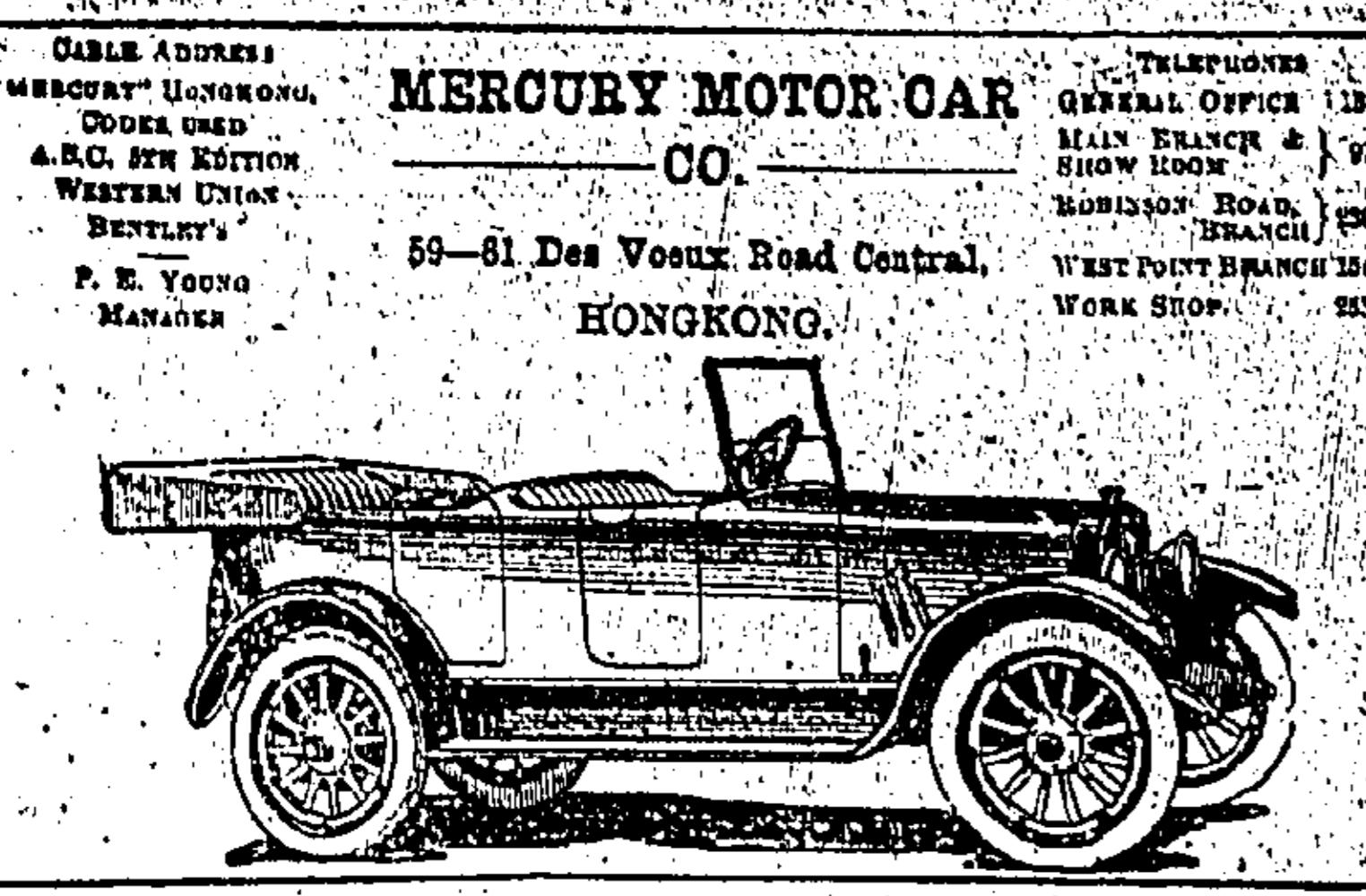
## BUILT FOR BANGKOK TRADE.

The launching took place at Taikoo Dockyard yesterday of the "Kwangtung" a finely modelled steel screw steamer that has been built for the China Navigation Company's Bangkok trade. The "Kwangtung" has a gross tonnage of about 2,500 tons and her chief dimensions are: length 321 feet, beam 44 feet, depth moulded 23 feet.

Mrs. Stephen, wife of the Chief Manager of the Hongkong and Shanghai Banking Corporation performed the launching ceremony. On Mrs. Stephen pressing the switch and breaking the bottle of champagne on the bows, the ship immediately glided smoothly down the ways to the water.

Mr. Edkins, the Hongkong Manager of Messrs. Butterfield & Swire, thereupon asked those present to join him in wishing a prosperous career to the "Kwangtung" and continued prosperity to the China Navigation Company. He said that the name of the vessel was a fitting one, representing as it did one of the great provinces of China, with which the trade of the vessel would be concerned. The ship was designed to trade between Bangkok and Swatow, the second largest port in Kwangtung.

After the company had responded cordially to the toast, Mr.



## ODDS AND ENDS.

## MAINLY SCISSORS LOOT.

## Boat in Sport.

Sport is booming in England, partly as the result of military training and the games organised behind the lines at the Front during the war. It is estimated that 50,000 men are playing cricket in Greater London, and that 60,000 play lawn tennis. The latter game is experiencing the greatest boom in its history, resulting in a temporary shortage of balls and racquets and in increased prices. Insufficient courts are available, and every club has a long waiting list. The authorities predict a greater football boom in the coming season. Three thousand clubs are playing in Greater London, and this would be increased to 5,000 if more grounds were available.

## Crushing Retort.

At Lord's the other day an Australian spectator who had occupied one of the free seats, asserting his tenancy, by leaving his hat there when he went to get a cup of tea, found on his return that a small weedy individual had annexed it. When rebuked for ignoring an unwritten law of the ground, the usurper challenged the other to turn him out. A fracas was out of the question, so the Australian quietly observed: "You would keep to this custom if you were a gentleman, but you're a thing that comes out of chasse." A roar of laughter from the neighbouring spectators greeted this crushing reply.

## "Tuba" Surprise.

Passengers arriving at Charing Cross Tube Station on the Hampstead line the other day pinched themselves to make sure they were awake or had not got sunstroke or something of the kind. As the train emerged from the tunnel their ears were greeted by concentrated essence of Scotland in the form of a dozen bagpipes and drums going at full blast on the platform and playing "The Cock o' the North" in fine style with the drumsticks twirling and the ribbons blowing with the draught from the tunnel. The everyday passenger will be able to imagine the volume of such sounds in a tube. It was equal to ten thousand bagpipes in the Albert Hall. Recovered from this jolly surprise the audience found that their entertainers belonged to No. 2 Branch of the National Union of Railwaymen.

## Blue Fairies.

Mr. Taylor, a Vancouver student of the occult, states that there are fairies in many parts of Canada, British Columbia having a larger sprite population than other provinces. Several settlements or colonies of elves, he says, are of a beautiful silvery green colour, and each colony differs from others in its degree of sexlessness. A bright blue tribe has been observed, he avers, in the Chilcotin Valley, 80 miles from Vancouver. Their activities extend over a considerable stretch of territory.

There are fields where they can be seen in the twilight among tendrils of trailing plants. Apparently the fairies are not embarrassed by the presence of men and women, of course mould who cannot distinguish the presence of the little people, but when observed by Theosophists or "spiritists," Mr. Taylor says, they appear uncomfortable and gradually become invisible.

## In the House of Commons.

The amenities of the present House of Commons do not increase as it grows older, and it would appear that the close association has not brought the members into any greater appreciation of each other's qualities. The personal element is very much to the fore. Thus, discussing recently the number of untried prisoners in Ireland—1,553 men and 26 women—Mr. Devilin inquired, presumably in sarcastic reference to the large number of arrests, whether law and order had been established in Ireland yet. Sir Hamar Greenwood countered by affirming that it was in part, "especially in the part the hon. member comes from." This is Belfast, one of the divisions of which Mr. Devilin represents as the only Nationalist member of that city. Here again, one must presume, Sir Hamar was indulging in jocularity, Belfast being at the time in a state of uproar. Mr. Devilin's Irish wit deserved him for the occasion and he could only retort: "I do not an acquaintance from Canada." The point of this retort being that Sir Hamar Greenwood was born in Ontario and has received rather heavy promotion in the British Cabinet.

## LATE DR. A. S. GOMES.

## FUNERAL YESTERDAY AFTERNOON.

Yesterday afternoon, the funeral of the late Dr. A. S. Gomes whose death occurred the previous day, took place at Happy Valley. Bishop Pozzani officiated and assisting him were the Silesian Fathers of Macao. The coffin was borne to the Cemetery Chapel between lines of children from the Italian Convent in charge of the sisters, and from the St. Louis Industrial School. The immediate mourners were: Miss and Master Gomes (grand children), Messrs. J. M., F. X., J. M., E. J., and M. A. de Figueiredo (nephews), Chev. J. M. Alves, Colonel Garcia, Captain J. C. Lorenzo, Messrs. J. and G. A. Yemovich, Prof. A. Danenberg, Mr. C. A. Dinenberg, Mr. F. X. d'Almada, Mr. C. A. Rozi, Mr. J. D. Osmund, Mr. A. F. B. Silva-Netto, Mr. J. M. da Rocha, Mr. E. H. Aquino, Dr. F. M. Ozorio, Mr. A. T. Guitierrez, Mr. R. H. Botelho, Mr. F. H. Burnes, Mr. and Mrs. J. d'Almada e Castro, Mr. E. V. M. R. de Sousa, Mr. A. D. Barreto, Mr. V. F. Soares, Mr. C. A. R. Assumpao, and others.

In addition to those from immediate relatives, wreaths were received from:—The Club Lusitano, the Club de Recreio, the Hon. Mr. J. H. Kemp and Mrs. Kemp, Chev. J. M. Alves, Mr. and Mrs. J. d'Almada e Castro, Mr. and Mrs. F. X. d'Almada, Mr. A. R. Abbas, Messrs. Benjamin and Potts, Miss M. Flint and M. Manding, Mr. and Mrs. E. J. de Figueiredo, Miss Ena M. Forsyth, Mr. F. M. P. Grau, Mr. J. E. Gomes, Mr. H. Hyndman, Capitain Hyndman, Mr. Grau, Mr. Jose Athanasio de Utria, Mr. and Mrs. F. J. V. Jorge, Mr. F. P. Lourenco and Mr. E. C. Lourenco, Messrs. Lummer Bros., Mr. G. J. Lummer and Mr. H. A. Lummer, Dr. and Mrs. J. M. Grau, Ozorio, Mr. and Mrs. J. D. Osmund and family, Mr. Charles Osmund, Mr. George V. Osmund, Mrs. T. M. L. Pereira, Mr. J. M. Pereira, Mr. R. Pestonji, Mr. V. F. V. Ribeiro and family, Mr. and Mrs. E. V. M. R. de Sousa, Mr. and Mrs. J. F. E. de Silva, Mr. and Mrs. J. M. P. da Silva, Mr. and Mrs. A. F. B. Silva-Netto.

Captain Adams has joined the "Seisan" as master in place of Captain Nicoll.

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## FATALITIES AND ACCIDENTS.

## YESTERDAY'S LITTLE TRAGEDIES.

## BURIED ALIVE.

A female cooie was accidentally killed yesterday while carrying earth in Parkes Street, Yaumai. The side of the trench she was working in collapsed and the woman was buried beneath it. Another cooie working in the vicinity was slightly injured.

## STRUCK BY LIGHTNING.

While fishing off Cape Collison Lighthouse yesterday morning a fisherman was struck by lightning and killed. Her boat suffered damage estimated at \$10.

## FOUND DEAD.

The dead bodies of two male Chinese were discovered in a decomposed state yesterday and removed to the Kowloon mortuary. One was found on the Yaumai breakwater and the other near Wan Chai. SUICIDE ATTEMPTED.

Apparently of unsound mind, a male Chinese who tried to end his life yesterday by jumping into the harbour from Blake Pier has been sent to the Government Civil Hospital.

## HIT BY BOTTLE.

Hit on the head by a bottle which a man on another boat threw at him the steersman of a cargo boat was admitted to the Government Hospital yesterday.

## A MAD DOG.

A Chinese woman received treatment in the Government Civil Hospital yesterday for a bite from a dog which is thought to have been mad. The police destroyed the animal and sent the body to the Kennedy Town slaughter-house where the Colonial Veterinary Surgeon will hold a post mortem on it.

## FISH SHOP FIRE.

There was a slight outbreak of fire yesterday amongst some bamboos on the roof of the Tsui Neun salt fish shop at No. 31 Des Vaux Road. The blaze was soon put out by the inmates so that the Fire Brigade when it arrived found that its services were not needed. The damage done was small and it is surmised that the fire was caused by a spark from a neighbouring chimney.

## MUI TSAI'S COMPLAINT.

A 17-year old *Mui Tsai* who reported to the police yesterday that his mistress, who is 82 years of age had maltreated her was sent to the Secretary for Chinese Affairs.

## KINEMA NOTES.

## THE CORONET THEATRE.

## IN GAYEST PARIS.

Rarely is it that Hongkong kinema patrons have been offered a photoplay with a plot cleverer than that presented in "The Devil's Pass Key," which heads the bill at the Coronet Theatre to-night, the last occasion when this film masterpiece will be screened in the Colony. Staged in gayest Paris, "The Devil's Pass Key" takes the spectator to Longchamps for the first Grand Prix after the war, introduces him to the most fashionable modiste in town, shows him life on the boulevards, gives him an evening at a Parisian theatre, and makes him the witness of the strangest workings of fate. "The Devil's Pass Key" is a superb picture, rendered still more enjoyable by the excellent music of the Coronet Orchestra.

To-morrow night another wonderful picture—"Blind Husband"—presented by the same masterly producer will be screened at the Coronet Theatre.

## FUEL OF THE FUTURE.

## A DIFFICULT QUESTION.

## CHEAPNESS ESSENTIAL.

The need of ensuring our industries of supplies of cheap fuel is important. A partial answer to this difficult question may be found in taking steps to obtain a more efficient use of the fuel available. It has been shown by the work of the Fuel Research Board, whose station at East Greenwich has been thrown open to the inspection of engineers—that coal must remain for a long time to come, the world's cheap source of fuel. In spite of the boom in the use of oil fuel, it is necessary to remember that as Sir George Bellby, the Director of our Fuel Research work, told us, the oil output of the world is only 7 per cent of the fuel output of the world reckoned in tons, and even if reckoned in heat values it is only 10 per cent. Small wonder that Lord Pirrie warned shipowners not to place too much reliance on oil fuel. It is true that the development of the oil shale industry is full of promise, but as a source of liquid fuel very little has yet been done to develop this industry. The production of fuel alcohol on any considerable scale, too, bristles with economic and technical difficulties. Investigations as to the possibility of producing alcohol in the overseas Dominions are progressing, but it would seem that in a majority of cases only local requirements could be met. The most hopeful line of progress lies in the use of cellulose materials, but the right process has yet to be discovered. Promising experiments have been carried out in Burma under the auspices of the Burmah Oil Co., and it is suggested that by the utilisation of waste rice straw it might be possible to produce not only alcohol, but paper, as a commercial project. Then there is the winning and utilisation of peat; an attractive scheme indeed, but it is to be feared that the difficulties of obtaining regular supplies of the material so that it could be depended upon, for example, to meet the fuel needs of a large power station, would be almost insuperable. We come back, therefore, to coal and its more efficient utilisation. This involves a somewhat long chain of processes: These, as stated by Sir George Bellby, include the careful sorting and preparation of the fuel at the mine; the improvement of boiler firing on what are now familiar lines; and what is of prime importance, the sorting out of the combustible constituents of coal into fuels of higher availability or convenience by preliminary carbonisation either at high or low temperature. This, it should be understood, has a direct bearing on the development of home sources of fuel oil and motor spirit. There is a general confession that in past years and indeed down to the present time, we have been using our coal resources in prodigal fashion. Cheaper fuel is the great industrial problem of the day, and that it can be made cheaper by its more efficient use is generally known fact. The task of the Fuel Research Board is intended to work out on scientific lines—but with commercial application always in mind—the precise processes by which this may be accomplished, and enough was seen during the visit paid to the East Greenwich station to make it clear that a genuine attempt is being made to solve a problem of the highest national importance.

## SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic and Diarrhoea Balsam because it relieves cramps in the stomach and intestinal pains, quickens their preparation they can compound it themselves.

## BERGER'S PAINTS.

PREPARED PAINTS OF ALL KINDS AND COLOURS.

BERGER'S LIQUID RED LEAD covers 50 per cent more surface weight for weight than the ordinary hard mixed Red Lead.

MATROL—The oil paint you thin with water. Covering capacity one third more than that of Washable Paint.

STRUCTURAL AND ROOF PAINT—A preservative.

BERGER'S VARNISH—OIL VARNISH BLACK JAPAN.

COPAL, ETC.

LEWIS BERGER & SONS, LIMITED.

PRICES OF APPLICATION—STOCKS GUARANTEED.

SOLE AGENTS—

W. H. LOXLEY & CO.

Mr. BERGER MADE FINE COLOURS IN LONDON.

## FARROW'S APPEAL.

Farrow made a long and pathetic speech from the dock being almost overcome with emotion. He declared that he never thought that he could be convicted of a criminal. He was already suffering hell as a result of his life's work which had been to build an organisation to which his children could point with pride. Instead of this he was having six motherless children, the youngest of whom was dependent upon the charity of friends. He appealed for a lenient sentence. Croft explained that his whole aim has been to render public service. He had raised \$25,000 during the war on behalf of soldiers and sailors. He also went to India and assisted Government to raise a loan. The judge sympathetically explained that he was not permitted to act in accordance with personal feelings. There was no excuse for the offences of which the prisoners had been guilty.

## TO-DAY'S ADVERTISEMENTS.

## ROYAL HONGKONG GOLF CLUB

## Happy Valley Golf Course.

## ON THE OCCASION OF THE OPENING OF THE NEW CLUB HOUSE, ON SUNDAY, AUGUST 28TH, THE FOLLOWING COMPETITIONS WILL BE HELD.

Men's Medal: 18 holes 3 Club Handicap. No competitor to take out more than one card, or to drive off after 12 noon. Entrance fee—20 cts.

Mixed Foursome: 9 holes, 3 combined handicaps. No couple allowed to take out more than one card. No competition to drive off before 2 p.m. or after 4 p.m. Entrance fee—20 cts.

For the benefit of ladies without club handicaps, a special handicap for the day will be given to any lady returning two cards over 9 holes, to be sent to the Hon. Secretary on or before FRIDAY, 26th INST.

Men's Driving Competition: Between 4 and 5 p.m. Entrance fee—20 cts.

Ladies' Driving Competition: Between 4 and 5 p.m. No entrance fee.

Men's Approaching and Putting Competition: Between 4.30 p.m. and 5.15 p.m. Entrance fee 10 cts.

Ladies' Approaching and Putting Competition: Between 4 p.m. and 5 p.m. No entrance fee.

A cold "luncheon" will be served to any member ordering same from No. 1, Boy, Happy Valley, not later than FRIDAY, 26th INST.

J. B. ROSS,

Hon. Secretary.

Hongkong, August 21, 1921.

## NOTICES.

## KENT'S

## LONDON MADE BRUSHES

OF

## EVERY DESCRIPTION.

## HEAVY

## FLOOR POLISHERS

\$9.00  
COMPLETE

## BISSELL'S CARPET SWEEPERS.

PHONE 1741

## HARDWARE DEPT.

## LANE, CRAWFORD &amp; CO.



## COLUMBIA

## GRAFONOLA

## THE SUPRE

## INSTRUMENT

## OF MUSIC.

## ANDERSON'S

(THE COLUMBIA SHOP)

TRIALS SOLICITED BY  
JAMES STEER  
THE CHRONOMETER AND WATCH MAKER  
(Contractor to H. M. Naval Yard)  
8, ICE HOUSE STREET, HONGKONG.

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## NORMAL ARTIFICIAL LIGHT STUDIO

Studio reopened at 3840, Queen's Rd. C. (opposite Hongkong Theatre). photo taken Day and Night using 5,000 c.p. light. Film Printing and Developing undertaken. Special attention to Home portraits.

Telephone 254.



PREPARED PAINTS OF ALL KINDS AND COLOURS.

BERGER'S LIQUID RED LEAD covers 50 per cent more surface weight for weight than the ordinary hard mixed Red Lead.

MATROL—The oil paint you thin with water. Covering capacity one third more than that of Washable Paint.

STRUCTURAL AND ROOF PAINT—A preservative.

BERGER'S VARNISH—OIL VARNISH BLACK JAPAN.

COPAL

## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE

Sailings to Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only) from Canton daily at 8 a.m. and 3 p.m. (Sundays 3 p.m. only)

## SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE

Sailings to Macao-Daily at 8 a.m. and 3 p.m. (Sundays at 8 a.m. only) from Macao-Daily at 8 a.m. and 3 p.m. (Sundays at 8 p.m. only)

Further information may be obtained at the Company's Offices, Hotel Mansions, or from Messrs. Cox &amp; Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON.

FOR NEW YORK VIA SUEZ

S.S. "KENDAL CASTLE".....Sailing on or about 30th September.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA &amp; DANUBE PORTS

FIUME having been reopened for traffic, cargo is also accepted for this port as through Bills of Lading.

## FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "TRIESTE".....End of August.

S.S. "PIERIA".....Sailing in the Middle of October.

## FOR SHANGHAI.

S.S. "PERGIA".....Sailing on or about 3rd October.

Passenger Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

## SAILING FROM COLOMBO TO

## SOUTH AFRICAN PORTS

S.S. "UMONA".....Sailing the beginning of Sept.

S.S. "UNIVOLON".....Sailing on or about 3rd Sept.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:-

DODWELL &amp; CO., LTD., Agents.

## OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG

Monthly direct via Singapore and Port Said.

ALASKA MARU.....Thursday, 5th Sept.

## BUENOS AIRES-Rio de Janeiro, Santos, Durban &amp; Cape Town via Singapore.

Passenger Luggage can be insured at the office of the Agents.

SEATTLE MARU.....Friday, 21st Oct.

## BOMBAY &amp; COLOMBO-Regular fortnightly service via SINGAPORE.

GANES MARU.....Friday, 26th August.

PREM MARU.....Saturday, 10th Sept.

## DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE-Regular Monthly

Service.

BUSHI MARU.....Thursday, 1st Sept.

Excellent accommodation for 1st and 3rd class passengers.

## SYDNEY &amp; MELBOURNE-Monthly service taking cargo to New Zealand and Pacific Island.

## VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA-Via Shanghai and Direct-Regular fortnightly service touching at intermediate ports in Japan taking cargo to PORT ELIZABETH PORT U.S. in connection with Chicago

Mitsui &amp; Co. Ltd. Railway.

AFRICA MARU.....Thursday, 25th August.

WANJU MARU.....Thursday, 1st Sept.

## NEW YORK via PANAMA.

ASIAN MARU.....Wednesday, 14th Sept.

## NEW ORLEANS via SUEZ

HAMBURG MARU.....Saturday, 3rd Sept.

## JAPAN PORTS-Shanghai, Kobe &amp; Yokohama.

CHOSEN MARU (Kobe direct).....Monday, 3rd October.

## KEELUNG via SWATOW &amp; AMOY

These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf at the Harbor Office.

AMAKUSA MARU.....Saturday, 27th August.

TAKAO via SWATOW and AMOY.

Thursday, 9th September.

SOSHU MARU.....Thursday, 9th September.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager.

No. 1 Queen's Building.

Tel. No. 744 and 745.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. &amp; CHINA MUTUAL S.S. CO., LTD.)

## AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## SAILINGS FROM HONGKONG

"ATREUS".....Via Suez Canal.....29th August.

"CITY OF CANTON".....Via Suez Canal.....29th August.

\*Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

DODWELL &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG &amp; CANTON

CANTON.

REINER &amp; CO.

CANTON.

## CHINA-AUSTRALIA MAIL S. S. LINE.

## FOR AUSTRALIAN PORTS via MANILA &amp; SANDAKAN.

"VICTORIA".....27th August.

For Freight and Passage, apply to:-

THE CHINA &amp; AUSTRALIA S. S. CO., LTD.

Agents.

Telephone No. 2207.

MANILA &amp; SANDAKAN.

Telephone No. 2206.

No. 6, Queen's Royal Central.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

TO ALL  
AMOY AND SHANGHAI.....SUNNING.....Aug. 28 at Dlight.  
SHANGHAI AND TSINGTAO.....SUYANG.....Aug. 28 at Dlight.  
SWATOW AND SINGAPORE.....CHINCHIA.....Aug. 28 at 10 a.m.  
WEIHAIWEI, CHEFOO, NEWCHWANG.....KUCHOW.....Aug. 29 at Noon.  
TIESTIN.....SHANTUNG.....Aug. 29 at 3 p.m.  
SHANGHAI.....CHEJUO.....Aug. 29 at 10 a.m.  
SHANGHAI & TSINGTAU.....SINKING.....Aug. 29 at 4 p.m.  
SHANGHAI, TAIKOU & HAIPHONG.....RAITONG.....Sept. 1 at 9 a.m.  
SHANGHAI & TSINGTAU.....SOOCHOW.....Sept. 1 at Noon.  
SHANGHAI & TSINGTAU.....CHENAN.....Sept. 3 at 4 p.m.

SHANGHAI LINE-PASSENGERS, MAIL and CARGO, Electric Fans in Saloon and Saloon Accommodation available between Canton, Hongkong, Shanghai, and Szechuan. Standard service weekly, taking cargo on through Bills of Lading (thrice weekly) and Tsingtao (weekly), passengers are landed in Shanghai to all Yangtze and North China Ports. Passengers are landed in Shanghai to avoid the inconvenience of transhipment at Wusong.

TRINKEUR LINE-Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to:-

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 22.



Operating the following U.S. Shipping Board Steamers

## PASSENGER &amp; FREIGHT SERVICE.

FOR VICTORIA, B.C. AND SEATTLE  
Calling Shanghai-Kobe-Yokohama.S.S. "KEYSTONE STATE".....FOR MANILA.....Aug. 30th.  
LEAVE HONGKONG. ARRIVE SEATTLE.

S.S. "KEYSTONE STATE".....Sept. 10th. - Sept. 30th.

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE".....Oct. 2nd.

## PASSENGER &amp; FREIGHT SERVICE.

FOR TRIESTE &amp; HAMBURG.

S.S. "CROOK".....Sept. 12th.

## FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe, Yokohama.

S.S. "ABERCOM".....Aug. 29th.

Through Bills of Lading issued to Overland common points. Passenger and Freight Particulars. Apply to:-

THE ADMIRAL LINE,  
Telephones 2477 & 2478. 5th Floor, Hotel Mansions

## SERVICE TO UNITED STATES

## FOR NEW YORK and/or BOSTON.

Via Panama

S.S. "SCHODACK".....Sept. 15th.

For freight space and particulars apply to:-

## THE BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE,

AGENTS

5TH FLOOR, HOTEL MANSIONS.

TELEPHONES 2477 &amp; 2478.

5TH FLOOR, HOTEL MANSIONS.

HOTEL MANSIONS.



## TO-DAY'S CABLES.

(Reader's Service to the China Mail)

WHEN ARE THE BRITISH COMING?

DAILY PRAYER OF MILLIONS IN STARVING RUSSIA.

HORRORS IN THE BIG TOWNS.

LONDON, August 24.

An Englishman for many years resident in Astrakhan arrived in London to-day after several months' journey from Astrakhan. Shown the Sverdakov's message cabled yesterday he said that the burning of Astrakhan was in no way improbable. The situation in Russia could not be realised by outsiders. The outlook was becoming worse daily. The peasants had ceased to cultivate the soil and the scarcity in the grain areas was greater even than in Moscow which was a paradise compared with Astrakhan, Nijni Novgorod, and other big towns. The narrator's family lived on herrings and half-a-pound of bread, a ration which cost 2,000 roubles. The outbreak of cholera was not surprising when children searched the street offal and regarded decaying herring as a prize. The narrator's salary of 70,000 roubles a month was just sufficient to secure a fortnight's milk supply for one child. The daily prayer of millions was "When are the British coming?"

PACIFIC POWERS TREATY.

COLONEL HOUSE SAYS LET IT BE QUADRUPLE.

THE INVITATION TO CHINA.

LONDON, August 24.

A message by Colonel House from London published in Philadelphia as regards the Washington conference says that however much Britain and her Dominions may sympathise with the general attitude of the United States regarding Asiatic and Pacific problems, the consensus of opinion at the Imperial Conference favoured renewal of the Anglo-Japanese Treaty, the only alternative possible being something in the nature of a triple treaty among Britain, the United States and Japan. Colonel House thinks that the invitation extended to China was a move in the right direction and adds that if it should develop that a treaty among the Pacific powers is advisable, by all means let it be a quadruple treaty.

AGRICULTURAL WAGES.

BOARD'S REVISIONS EFFECTIVE FROM SEPTEMBER 5.

LONDON, August 24.

The Agricultural Wages Board has decided to make orders enforcing revisions of wages from September 5.

[A cable dated July 22 stated.—The Agricultural Wages Board, at which the farmers and workers were represented, decided to issue forthwith a statutory notice of a proposal to reduce the minimum rate of wages in the case of adult male workers six shillings weekly, others proportionately, provided that the minimum for adult males is nowhere under 42s. weekly. A month is allowed in which objections may be lodged. Six hundred thousand workers are affected.]

SIR SAM HUGHES DEAD.

GENERAL WHO RAISED CANADIAN CONTINGENTS FOR THE WAR.

LINDSAY, ONTARIO.

The death is announced of Sir Sam Hughes. Lieut-General the Hon. Sir Sam Hughes, K.C.B., M.P., was Minister of Militia and Defence, Canada, from 1911 to 1916. Sir Sam Hughes who saw service in the South African War, raised Canadian contingents for the European War in which he also served. He was noted for having made several personal offers of Colonial military assistance to the Empire in Imperial wars.]

JAVA OIL.

ABOLITION OF EXPORT TAXES SOUGHT.

THE HAGUE, August 24.

The directors of the Batavia Oil Co. in a letter to the Minister of Colonies, urgently request him to do his utmost to abolish export taxes on oil products and prevent the imposition of other taxes on oil from the Dutch East Indies. They request that any further taxes should be imposed on the profits of industry and that all industries should be placed on the same footing for that purpose.

HOPEFUL PORTENT.

STEEL AND IRON WORKS RESUME.

LONDON, August 24.

The Ebbavale steel and iron works which were closed for six months, throwing out of work 8,000 men, are starting again immediately. Everything points to a period of prosperity.

UPPER SILESIA.

BARON ISHII HIMSELF TO PRESENT REPORT.

PARIS, August 24.

Baron Ishii has decided himself to present a report on Upper Silesia to the Council of the League of Nations.

## SHIPPING.

KING OPENS NEW DOCK EXTENSION.

THAMES PROCESSION.

The opening by the King of the new extension of the Royal Albert Dock in May was made the occasion of a picturesque river pageant. The weather was appropriately fine, and when the Royal party left Westminster pier there was a great scene of enthusiasm, crowds lining Westminster Bridge and the corner of Bridgewater.

Driving from Buckingham Palace, the King, the Queen, Princess Mary, and the Duke of York, with their suite, arrived at Westminster at 2.10. They were received at the pier, which was tastefully decorated with flags and bunting, by the Home Secretary, Viscount Devonport, and Lord Ritchie. As their Majesties descended the steps to the pier, L.C.C. school children sang the National Anthem. Their Majesties embarked on the "Waverley," which steamed slowly into mid-stream amidst tumultuous cheering from the crowds lining the Embankment.

The centre arch of Charing Cross Bridge, under which the steamer passed, was gaily decorated with flags, and the motor launches which are moored opposite the Terrace of the House of Commons were trimmed rainbow fashion. Their Majesties transhipped below London Bridge to the "Rover," and as they passed the Tower a salute was fired by the guns.

Their Majesties had a veritable progress of triumph down the Thames on board the steam yacht "Rover" on their way to the opening ceremony. Shipping, warehouses, wharves, and various buildings along the riverside displayed flags and bunting, and crowds of people cheered as the King and Queen passed.

There was a scene of great enthusiasm as the "Rover" passed within the lock gates and was locked in.

Children at the dock-side sang patriotic airs while the "Rover" was in the lock, and the pier heads were lined by seamen from H.M.S. "Pembroke" and boys from the Royal Hospital School at Greenwich, the "Wasp," the "Arbutus," and the "Exmouth."

THE "ROVER" ENTERS.

As the "Rover" passed through the lock gates and under the bascule bridge into a large new dock it broke through a silken band on entering. A great outburst of cheering signalled this, the first entry of the vessel into the dock, and the cheering continued as the "Rover" steamed round the dock and moored to a pontoon near the specially erected dais at the north end of the dock.

On disembarking the Royal party were received by the Chairman of the Port of London Authority, Viscount Devonport, and his Majesty, who was in naval uniform, inspected the guard of honour of Royal Naval seamen.

Members of the Port of London Authority were presented to the King by the Chairman, and immediately afterwards the Duke of Connaught, as Master of Trinity House, presented to the Deputy-Master of Trinity House, Captain Sir Arthur Blake, and the two Elder Brethren, Captain Thomas Golding, C.B.E., and Captain Owen Jones, C.B.E., who were on escort duty with the Trinity House yacht "Patricia."

H. Majesty was requested by the Chairman of the Port of London Authority formally to name the new dock extension, and after prayer had been offered by the Archishop of Canterbury his Majesty gave the name "King George V. Dock," and declared the dock officially open amid cheers and a salute of trumpets sounded by Royal Trumpeters.

The guns of the Royal Artillery fired a salute, and the National Anthem was played by bands.

After tea their Majesties re-embarked on the "Rover" and steamed through the new passage into the Royal Albert and Victoria Dock to inspect the shipping. They returned by motor-cars to Buckingham Palace.

KING'S REPLY.

In reply to an address presented by the Port of London Authority, his Majesty agreed with pleasure that the new dock be known as the King George V. Dock. He continued—

"The ceremony of to-day will, I hope, prove an important landmark in the history of the Port of London.

It signifies the completion of the first and most immediately pressing part of the great scheme of improvement which you set before yourselves upon the passing of the Act of 1908.

"Not only will this dock receive to its waters vessels of far greater size than have ever before entered the Port of London, but it has been equipped with the finest and most modern buildings and machinery, so that cargoes can be unloaded and despatched with greater speed to all parts of the kingdom, and foreign countries. The new cargo jetty which you have made and opened at Tilbury within the last few weeks is another noble testimony to your enterprise."

cost £4,500,000.

The new dock, which forms the southern extension of the Victoria and Albert system of docks, is the largest work yet undertaken by the Port of London Authority, and has cost £4,500,000.

In it vessels up to 30,000 tons register can berth and discharge their cargoes within six and a half miles of the heart of the City. Hitherto the largest vessel that could be accommodated in the Authority's chain of docks has been of 19,000 tons register, and that only at Tilbury, twenty-six miles below London Bridge.

The fact that the work (interrupted for a period of four years by the war) has been in hand since August, 1912, gives an idea of its vastness.

The new dock is 4,578 ft. (considerably over three-quarters of a mile) in length, and its width varies from 710 ft. to 500 ft.

The dock itself has a water area of sixty-four acres, a depth of 38 ft., and its 10,000 ft. (nearly two miles) of quay walls provide berths for fourteen of the largest steamers.

At the western end of the wet dock is a dry dock 750 ft. long (capable of extension when required) and 100 ft. wide at the bottom. This is equipped with electric traveling cranes and air-compressor plant for operating pneumatic tools. Adjacent sites have already been taken by well-known ship-repairing firms.

IS A CHIEF ENGINEER A WORKMAN?

LEGAL PROBLEM AT LIVERPOOL.

The House of Lords ruled that the captain of a tug is not a workman within the meaning of the Workmen's Compensation Act, and that his relative cannot recover compensation in the event of his death by accident. At the Liverpool County Court, His Honour Judge Thomas was presented with a problem as to whether the chief engineer of a ship comes within the purview of the Act and whether a claim for compensation can arise.

The applicants were the widow and three young children of William Williams, of Gwydir, North Wales, who was chief engineer of the steamship "Nanadis" of Liverpool (Messrs. S. Williams Co. and Co., Tower-building). On the 10th of July last year, while the ship was dock at Swansea, Williams disappeared while on duty, and five days later his body was found in the dock. He was in receipt of weekly wages of 26s. The owners raised the defence that Williams was not a workman to whom the Act applies, as he was in receipt of more than £250 a year, not earned by manual labour.

Mr. Newman, for the applicants, stated that although he was described as chief engineer, the vessel was a small tramp of 150 tons, carrying two engineers and one fireman. It was necessary in the course of things that Williams should have to perform a good deal of manual work on the ship, and he submitted that this part of his duties brought him within the scope of the Act. Counsel called evidence to show that the deceased had to execute all the running repairs while at sea, and was responsible wholly for the lubrication of the engines.

Mr. Gething, for the owners, argued that even if Williams did some manual work it was perfectly clear that the substantial portion of his work was of a supervisory nature, concerned with the oversight of the engines, and as his wages were more than £250 a year the claim could not stand. Judge Thomas reserved his decision.

## THE CLIPPER STEMS GOING.

REPORTED C.P.O.S. DECISION.

News comes from an American source that the Canadian Pacific Company has now decided that it can dispense with the services of the beautiful little clipper-stemmed "Empress of Japan," and that the American Admrial Line has secured a two-month option for her purchase to replace the "Governor" lost in collision some time back. The former portion of the story is very probable, considering the new ships which are going on to service, and which would make the little 8,000-ton "Japan" quite out of place, but with regard to the latter one may be forgiven for expressing some doubt. The Washington Government is not likely to sanction the transfer of a British-built ship to the U.S. flag under the existing circumstances except as a very temporary measure.

Under the "Red Ensign" she would be debared from the best-paying part of her service by the Coastal Shipping Protection measure. As an alternative it is suggested that she might act as a feeder to the main services, which is quite likely, for they miss a certain amount of traffic along the China coast at the moment, though not very much. She and her two sisters were among the most beautiful liners ever turned out, so handsome that, although they left Barrow thirty years ago, they are still sometimes used as an advertisement by their builders.

The "Empress of China" came to grief some years ago, while the "Empress of India" served as the Loyalty hospital ship during the war—being maintained by Indian Princes and is now a "country ship." Altogether they were three splendid vessels, and it will be a long time before their appearance or their performances (they held the Trans-Pacific record for many years), will be forgotten by seamen.

FRENCH PORT DUES.

PROPOSED TAX PER PASSENGER AND TONNAGE.

Paris, July 7.—The Government has introduced a bill aiming at the reform of port dues. According to this bill, the dues are to be divided into two separate taxes: the first assessed on the net displacement of the ship, the second in accordance with the importance of the business done at each port. The first tax to be levied at each port has been fixed at 30 centimes per net ton of displacement for long-distance steamers and at 15 centimes for international coasting steamers. For passengers landing or embarking, the tax is fixed at 10 francs for ordinary passengers and at 1 franc for emigrants coming from or going to, long-distance ports, and at 2 francs for ordinary passengers, and at 1 franc for emigrants coming from or going to, ports in the British Isles and the Channel Islands. No tax will be levied for passengers coming from or going to French or Algerian ports.

WATERTIGHT DOORS.

A NEW LOCKING ARRANGEMENT.

In some circumstances the arrangements for holding watertight doors in an open condition are not entirely satisfactory. With the working of the ship, and especially under occasions of heavy vibration, doors may creep away from the position in which they are left and gradually close or partially close the doorway. There are various locking devices by which doors may be kept open. The latest seems to be one in which use is made of a friction brake definitely arranged to come into operation when the door is fully opened.

The brake is on the shaft leading direct to the gearing for working the watertight door. It may be placed in any position on the shaft, whether at the door itself or at a position on a deck above the compartment in which the door is situated. The brake consists of two nuts working on right and left-handed threads on the shaft. The nuts have an internal conical

## DAIRY FARM NEWS.

## FRESH AUSTRALIAN BUTTER

"Daisy" Brand	\$1.45 per lb.
"Dairy Maid"	1.35 "
"Pastry"	1.15 "

## CHEESE

Gouda (Full Cream)	\$1.25 per lb.
Australian Cheddar	1.00 "
Picnic (own make)	.50 " Jar.
Coulemier (own make)	.40 per pat.

## FISH

Fillets	\$.80 per lb.
Haddock	.70 "
Kippers	.60 "
Red Herrings	.30 "

THE DAIRY FARM, ICE &amp; COLD STORAGE Co., Ltd.

## FOURTH WEEK

## OF

WHITEAWAY'S  
SALEMONDAY, 22nd to SATURDAY, 27th  
August.FRESH BARGAINS  
OFFERED EVERY DAY

## SEE OUR WINDOWS

FOR THIS WEEK A LOT OF

## LADIES' DRESSES,

## COSTUMES,

## BLOUSES,

## HATS,

AT

## QUARTER PRICE.

MUST BE CLEARED

ABSOLUTELY ASTOUNDING BARGAINS.

TERMS CASH.

NO APPROVAL.

WHITEAWAY, LAIDLAW & CO., LTD.  
HONGKONG.

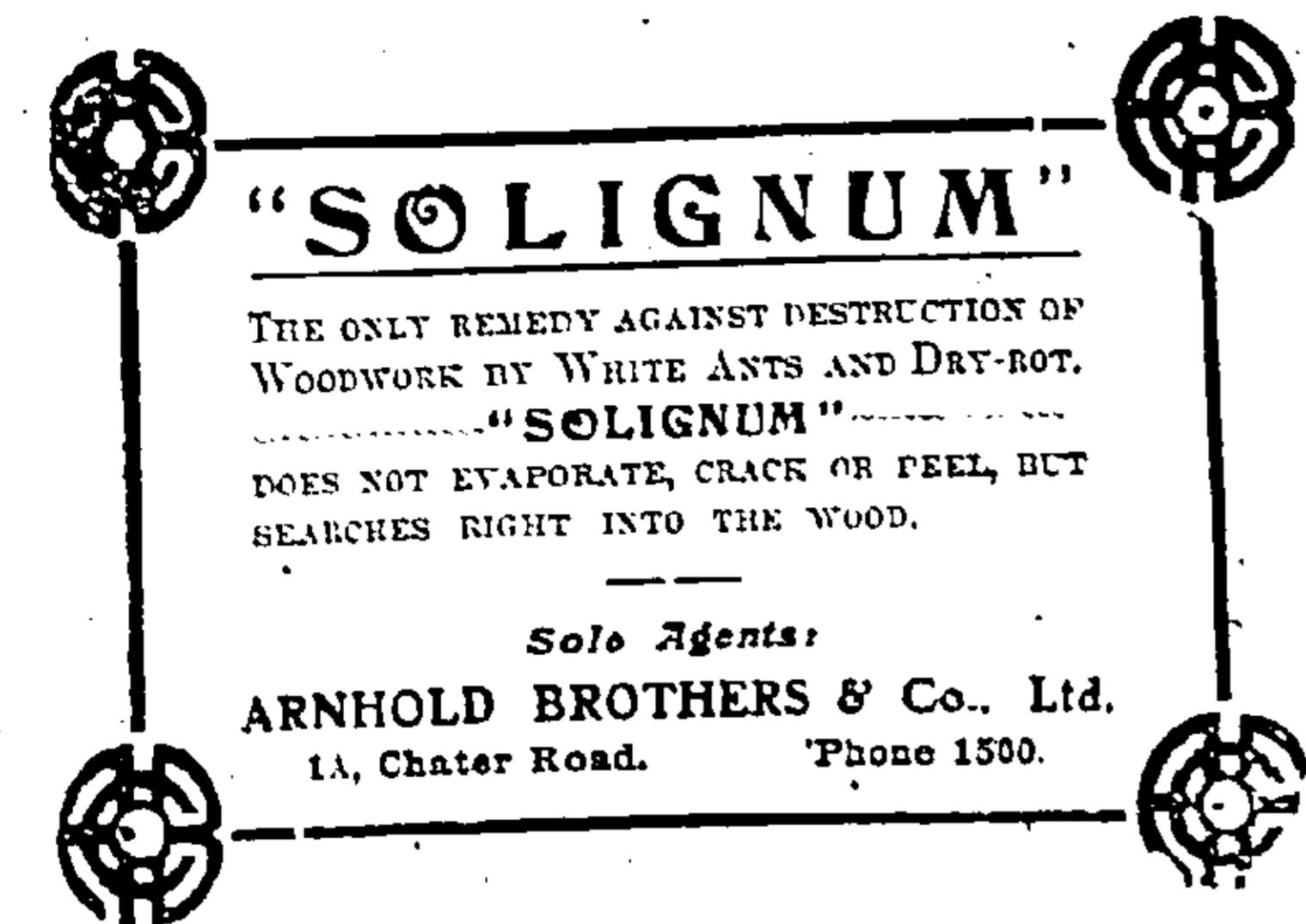
## EARLIER TELEGRAMS.

[To the Editor of the "China Mail."]

MR. MASSEY.

LONDON, August 24th.  
The French Ambassador conferred the Grand Officership of the Legion of





## TO MOANERS.

Some people are born moaning: Nothing pleases them—they are never satisfied. They have two moans on toast for breakfast, stewed moans and liver for tiffin, with various mixtures of number one moans for dinner.

They grumble at the sun-shine, say the glare hurts their eyes. If there isn't any sun they moan about the darkness. If this sort of people owned the Earth they would want the moon and a few stars thrown in cumshaw.

I know one who really ought to be the World's Champion at the game. He works not so many miles from me. Nothing suits him. Lord; but if that man hasn't got some awful liver disease I'm a German. How the Christopher Columbus he gets fat on it beats me.

It's this sort of people who are after the cause of three parts of the social trouble in the Colony. When they've exhausted every legitimate moan they start in on some unfortunate who never has and never will, do them the slightest harm. They imagine they have a grievance, and they say all sorts of nasty, impudent things which run wild, increase in size, and finally bring about much undeserved blame, worry, and enmity. There have been good examples of this recently in the local Press.

I don't for one minute say that if a man feels full up and wants to open his safety valve that he shouldn't, but he might be careful where he opens it. Because something has upset him is no reason why he should upset someone else.

There are many different ways of getting go. Some men try it on their wives, but the majority don't try it a second time in that direction. It has a habit of rebounding. Very often the Cook (there is no danger of the wife being the Cook in HK) or the coolie suffers. That way is a fairly safe outlet, but it isn't fair, all the same. There are those who try drowning it. They never succeed, although I must say many of them try it hard. Yes; there are many ways of letting go, most of them more or less harmless, but there is one kind of person who when he gets a liver on and lets go, wants watching, I mean the Editors. They know of the wife way, the Cook way, the Coolie way and the hundred and one ways, but they leave 'em alone. They've got another way, and a terrible way it is. You, dear reader, know the way I mean! It's been happening a lot lately. And this sooner them Editors try Carters' he pleasanter it will be for themselves and the Community at large.

As moaners, married men are worse than single men. I suppose it's because single men have a chance of letting off a bit in their diggings, whereas a married man hasn't, and consequently all the stored up moans come rolling out in a lump on the first target that falls within his range. It's a terrible thing this moaning. It quickly grows on people and eventually becomes a disease for which there is no known cure. It never does any good but often times of evil. It really doesn't ease the mind—only tends to make mind more churlish and cantankerous. It usually comes of a pessimistic disposition. It's LIVER, that's what it is. Plenty of good exercise, both mentally and physically will work wonders. So now, all you moaners especially you of the literary persuasion, make up your minds to try a smile, and figure out the silver lining of your imaginary dark clouds; then both you and the world will be the better.

And now that I've had my little moan, I'll shut up.

—WILLIAM HILL.

## PASSENGERS.

## ARRIVALS.

For s.s. "Tairnan" yesterday:—Mr. G. M. Richards, Mr. P. Trabber, Mr. H. J. Dow, Mr. C. O. Karr, Mrs. Pommy, Mr. Key, Mr. A. J. S. Starn, Mr. J. A. Urquhart, Mrs. Urquhart and Mr. W. F. Coxon.

The N. Y. K. s.s. "Takao Maru" New York Line left Nagasaki for this port on Aug. 23 and is expected here on Aug. 25.

The N. Y. K. s.s. "Atami Maru" European Line left London for this port via Suez on Aug. 20 and is expected here on Sept. 2.

The N. Y. K. s.s. "Sado Maru" left Kobe for this port via Moji and Shanghai on Aug. 23 and is expected here on Sept. 2.

The American and Manchurian Line s.s. "Saxonia Hall" from New York arrived at Manila on Aug. 24 and is expected to arrive here on Sept. 1.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

	(Direct)	
"CALCHAS"	4th Sept.	London, Amsterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp
"GLAUCUS"	20th Sept.	London, Amsterdam & Antwerp
"ELPENOR"	27th Sept.	London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"NINGCHOW"	11th Sept.	Genoa, Marseilles & Liverpool
"THESEUS"	5th Oct.	Marseilles, Havre & Liverpool
"EUMAEUS"	7th Oct.	Genoa, Marseilles & Liverpool
"TELEMACHUS"	12th Oct.	Rotterdam & Liverpool

## PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TALTHONIUS"	14th Sept.	Victoria, Seattle and Vancouver
"TYNDAREUS"	5th Oct.	
"PROTESILAUS"	2nd Nov.	

## NEW YORK SERVICE

	(via Suez or Panama)	
"ATREUS"	2nd Sept.	via Suez

## PASSENGER SERVICE

	3rd Sept.	for Shanghai, Kobe & Yihama
"PYRRHUS"	5th Sept.	for Singapore & Liverpool
"ASCANIUS"	11th Oct.	for Singapore & London

For Freight and Passage Rates and all Information Apply to:

BUTTERFIELD & SWIRE,  
AGENTS.

## POST OFFICE NOTICES.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PEK
THURSDAY, AUGUST 25.	
Shanghai	Suiyang
EUROPE via Suez (Letters only London date 1st July). Lake Faulk	
FRIDAY, AUGUST 26.	
EUROPE via Suez (Newspapers only London 1st July). Namsang	
Shanghai	Shantung
SUNDAY, AUGUST 28.	
Shanghai	Sikiang
MONDAY, AUGUST 29.	
U.S.A., Japan and Shanghai	Empire State

## OUTWARD MAILS.

PEK	TIMES
THURSDAY, AUGUST 25.	
Samshui and Wuchow	Leung Kwong 4 p.m.
Japan	Ceylon Marti 4 p.m.
*Port Favard	Kau Ying Fat 5 p.m.
Amoy, *Chinshui and *North China	Surung 5 p.m.
*Amoy, *Chinshui and *North China	Tibolys 5 p.m.
FRIDAY, AUGUST 26.	
Port Bayard, Hoibow and Haiphong	Hanoi 8 a.m.
Saigon	Phnompenh 8 a.m.
Straits and Bangkok	Fayulay 11.30 a.m.
Swatow, Amoy and Foochow	Hainan 1 p.m.
Philippine Islands	Yenking 2 p.m.
SATURDAY, AUGUST 27.	
Sandakan	Yannis 10 a.m.
Shanghai, North China, Dairen, Japan, Honshu, Canada, United States, Central America & South America & EUROPE via SAN FRANCISCO. Registration 10.30 a.m.	
*Swatow, Amoy and Keelung	Chobysang 9 a.m.
*Swatow, *Straits and *Bangkok	Kaiyo Marti 9 a.m.
Chinhsia	— 9 a.m.
MONDAY, AUGUST 29.	
Swatow, Amoy and Keelung	— 9 a.m.
MONDAY, AUGUST 29.	
Streets, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhamshkedi, Aden, Egypt & EUROPE via MARSEILLES. Registration 8.45 a.m. Letters 9.30 a.m.	
The Parcel Mail will be closed on Saturday, the 27th Aug., at 6 p.m.	
*Swatow, Amoy, *Straits and *Bangkok	Tean 11 a.m.
Swatow, Shanghai and North China	Kwongtung 11 a.m.
Shanghai, Amoy and Foochow	Chinkiang 11 a.m.
Philippines Islands, Fandakan, AUSTRALIA and New Zealand via Thibet, Lhasa and Tachang	Tshantong 2 p.m.
Hoibow and Haiphong	Taiyuan 8 p.m.
TUESDAY, AUGUST 30.	
Swatow and Bangkok	Chengtu 8 a.m.
Tsinling and North China	Chinchih 11 a.m.
Shanghai, Amoy and Foochow	Nickiang 11 a.m.
Haibong	Haibong 1 p.m.
MONDAY, SEPTEMBER 1.	
Swatow, Amoy and Foochow	Taiyuan 1 p.m.
FRIDAY, SEPTEMBER 2.	
Swatow, Amoy and Foochow	Haiching 1 p.m.
SATURDAY, SEPTEMBER 3.	
Shanghai and North China	Chenam 3 p.m.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Coffie and Dianhong Tea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet, and temperature tend to produce bowel trouble, and this medicine cannot be easily cured on board the train or steamship.

FREE—You can obtain a free book of Health Hints by sending a post card request to the above address.

Dr. Williams' pink pills are a true tonic, for men and women too. Start a course to day. They can be had from dealers, or direct from Dr. Williams' Medical Co., 16, Essex Street, Strand, 6s. per bottle, 6s. for six bottles, postage free.

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